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SECURITY INFORMATION

COUNTRY East Germany SECURITY INFORMATION REPORT NO.  

TOPIC Brandenburg-Briest Airfield 25X1A

EVALUATION   25X1A PLACE OBTAINED   25X1A

DATE OF CONTENT 23 September to 14 October 1953

DATE OBTAINED   DATE PREPARED 26 October 1953

REFERENCES 25X1A

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS  

SOURCE   25X1X

1. The following observations were made at Brandenburg-Briest airfield between 23 September and 14 October 1953:

23 September. A total of 59 Il-10s were counted at the field. Maintenance work was being done on some aircraft. The aircraft, which had crashed on 21 September, meanwhile had been towed to the repair hangar. Four Il-10s took off at 5 p.m. and landed at 5:35 p.m.

24 September. Between 5 p.m. and about 5:40 p.m., eight Il-10s practiced low-level attacks at ground targets at the field. About 20 officers equipped with field glasses observed the attacks. Source believed that the pilots flew very cautiously. Between 6 p.m. and 8 p.m., take-offs were made by individual Il-10s.

25 September. At about 6 a.m., the engines of all aircraft were started and at 6 a.m., take-offs were made by 16 Il-10s in two squadrons of 8 aircraft each. At 2 p.m., 23 Il-10s took off. At 4 p.m., there was intensive air activity and after 7:15 p.m., searchlights were in operation.

29 September. Il-10s practiced over the Rotscherlunde bomb range from 8 a.m. until after noon.

30 September. At 8:30 a.m., 24 Il-10s took off and practiced formation flying. At 10 a.m., intensive formation flying was observed.

5 October. On the morning, 59 Il-10s were observed at their previous dispersal areas near the flight control station. Some of the aircraft made individual flights.

6 to 9 October. Every morning between 6 a.m. and 6:30 a.m., the engines of the aircraft at the field were started, however, no take-offs were observed.

10 October. Between 6 a.m. and 6:30 a.m., the aircraft engines were again running. Beginning at 6:30 a.m., Il-10s individually took off heading west. During the morning, source entered the field and observed that the dispersal areas were vacant. Only the fuselage of an Il-10, which had crashed on 21 September, was observed on blocks in front of the repair hangar.

14 October. The airfield was still vacant.

2. Between 6 and 9 October, there was particularly intensive traffic between the Landesanstalt and the airfield by motor vehicles, officers, soldiers and female air force soldiers. The trucks were occupied by personnel and some of them were loaded with boxes. Sedan  

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3. A local resident stated that, in early October 1953, a commission investigated into incidents caused by Soviet soldiers who displayed improper behaviour against German women. Subsequently, patrols consisting of an officer and 3 men each were employed and the EM were not given town leave on weekdays.

25X1A. [redacted] Comment. Brandenburg-Briest airfield is still occupied by a ground attack regiment equipped with Il-10s. During the last months, 60 Il-10s were continually counted and, after one aircraft had crashed on 21 September 1953, 59 Il-10s were determined.

25X1A. [redacted] Comment. The ground attack regiment from Brandenburg-Briest, as well as the ground attack regiment from Brandenburg Arado probably participated in the exercises held by the Eighth Gds Army in Thuringia.

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25X1A. [redacted] Comment. Information has also been received from other military posts that Soviet soldiers displayed improper behaviour against the Germans after the restrictions had been eased. It is reported for the first time that investigations were made into such incidents.

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